TROUBLE AT QUARANTINE.

The STATE AT STRAITS IN.

Section Section of the Control of the Co

putting both their passengers and cargo on board the element. Capitain McGowan, who was on one of the tow boats, ordered the ladder down, in defiance of the cheer, and he, together with several passengers and Mr. Clarke, a shipping agent, went on board toe Crescent City. The officer them informed him and the pilot that if they attempted to put to scathey would incur a heavy penalty. At this juncture the feath Officer arrived, and ordered his depairs to arrest the capitain, which they proceeded to do, when they were resisted. They then attempted to remove him by force, and to piace him in their boat with the intention of bringing him up to the city when they were surrounded by the officers, crew and passengers, who prevented them from making the arrest. In this emergency, finding largy were mable to execute the law against such a force, have got into their boat and rowed to the sloop of war Cyane, the commander of which they informed of the proceedings on the steamer, and requested his assistance. Cartain Wilson immediately ordered one of his boats to be fully manned and arrows, and degrathed her to the Orescent City. Captain McGowan, however, was not quick for them, and before they arrived within pistol shoot of his vessel was underway towards the flarrows. The Health Officer wively concluded that he would not attempt to follow her, but that he would not attempt to follow her, but that he would not attempt to follow her, but that he would not attempt to follow her, but that he would not attempt to follow her, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to follow here, but that he would not attempt to the force and the case. About three proceedings pitch the not th

the ladder, and with his passengers mounted to the deck of the centre?

The baggange ting was then brought alongside and unloaded, itement them went forward and told the pilot, Mr. McGinn, as he must not take the ship to sea. (She had her steam upliceds.).

About an hour after this, Dr. Thompson, the Health Officer, ome on board, told Bennett to arrest Captain McGowan, and the same time read the law. Bennett then took the captain, the arm and requested him to go with him into the Health discribable. The captain refused to obey the officers, who did him by the arm.

There appearing to be a disposition on the part of the crew de massanger to sustain the captain, Dr. Thompson thought advisable to go to the sloop-of-war Crane, lying near, for causance. Captain Wilson promptly assented, and was lowing his boals when the Crescent City slipped her cables and out to test.

to the beat wind the cream to the state of the state of pursuit, as was impossible for a vessel under canvas to overlake her the light wind which was then blowing.

capisin Wilson, of course, abandened all idea of pursuit, as a maximpossible for a reasel under canvass to overtake her with the light wind which was then blowing.

Guerantine of Battimore Patriot, Sept. 17.]
It is always consolatory to know that, in every instance where a great wong is committed, there are some noble learted men who boldly sympathites with the sufferer and come forward promptly to reprove the evil deer. We did not miscakulate the feelings with which the merchants of the South and West would regard the enforcement of the quarantine laws by New York against Baltimore, at a time when the latter was known to be perfectly healthy; but the prompt manner in which those who are already in our city have responded indignantly to the outrage, redoubles our sense of the obligation, and institute unit of the course, the complete out trade will meet with a similar rebuke from all the commercial centres throughout the Talon. But it is to the merchants of the South and West particularly, that we look for an approval of our comes towards the desolated cities of Norfolk, Porismouth and Greyboot, and a demonstation of the narrow and united by pursued by New York in refutn.

There is one scriptural precept which covers, in a few healthy would control you." How far we have endeavored to fold this chilication towards our suffering neightors of the leaver thesa eaks they only are best able to any How far New York has shown even an equal device of liberality towards oursolves, let the following are from merchante in other States, but who are now file fine their purchases in this city, make emphatic more in the remain of the arrival of a vessel from Baltimore with a boy in beard, who had died, as they presume—for they add in large do not know—from yellow tever during the part to the following the property of the fact of the property of the part of the arrival of a vessel from Baltimore with a boy in board, who had died, as they presume—for they add in they do not know—from yellow tever during the

bound for the port of New York, appears from the evidence of one of the seamen to be true; but there is no evidence that his death occurred from yellow fever, nor does it seem probable that the captain of the schooner could have been aware of the existence of quarantine regulations until he entered the dock on the East river, as he lett Baltimore on the 9th of September, and reached New York on the very day (the 13th of September) upon which this obnoxious law was put in force. Neither can it be said that the suspicion of yellow fever on board this vessel led to the action of the Board of Health, inasunch as we were notified by telegraph of the restriction having been imposed early on the morning of the 14th, while nothing was known to the iscard of Health of the suspected case of yellow fever until about five o'clock in the afternoon of the same day.

To us, this reputed case of disease seems to have been gotten to the semi-

incts as they readly exist, we think would be effectual in securing the repeal of the offensyle ordinance.

Session of the U. S. Grand Lodge of I. O. O. F. at Haitimore.

The Grand Lodge of the United States 1. O. O. F. commenced its annual session in Baltimore on the 17th last. A correspondent of the Commercial Advertiser says:
The roll being called, representatives from twenty-eight states and Territories tesponded to their names. Committees of three tach were appointed to examine the credentials of new representatives, and to deaw for reats for the several delegations, on the same plan as that adopted in previous years.
The Committee on Credentials reported the names of new representatives accretited from the several jurisdictions, and recommended that they be admitted to seats in the Grand Lodge. Also that credentials had been received from the tirand Lodges of Canada West and Nova Scotia, and as the dispensations establishing said jurisdictions had not yet been acted upon by the Grand Lodge of the United Stotes, the committee recommended that the representatives thus accredited be invited to seats on this floor until the necessary action for their admission as full members is completed.

The coport having been adopted, the annual reports of the Grand Sire, Grand Secretary, and Grand Treasurer were read, and referred to a special committee for distribution of the several subjects among the appropriate standing committees.

The Grand Lodge proceeded to the installation of the officers to serve for the ensuing two years, vit:—

P. G. M. William Ellison, of Mass., M. W. G. Sire, P. G. M. Sumes L. Ridgely, of Mas, R. W. G. Chaplain, P. G. Joshua Vansant, of Md., R. W. G. Treasurer. The Grand Sire elect nominated the following grand officers, who were confirmed by the Grand Lodge:—

P. G. Joshua Vansant, of Mass, M. W. G. Gressurer. The Grand Sire elect nominated the following grand officers, who were confirmed by the Grand Lodge:—

P. G. Joshua Vansant, of Mass, R. W. G. Chaplain, P. G. Sonhe, E. Chamberlain, M

ILLICIT LOVE AND ITS RESULTS—MARY MORI ARTY.—We visited this young woman yesterday morning in the city prison, where she has been incarecrated since she dealt the deadly blow at Sheeban, her seducer, on Saturday night last. Mary is below the medium size of her country women, is handsome, seems to be amiable, and certainly warm-hearted. She told a "round, unvariabled tale," and, as she said, wished to conceal as part of it. A few months after she arrived in Memphis, (two years since,) she became acquainted with Sheeban, a countryman of her own, and professing the same religious belief. He was the first love, and to him she sacrificed herself, in expectation of a happy union through long years to come. Time passed on, she entreated, begged and prayed that he would fulfil his promise, and keep her shame from the world; but all was of no avail. The infercession of the clergy was called in; but no religious or moral sunsion could induce the heartless man to make reparation for his deep and damnable sin. In the course of time a child—his child—was born, and he was again conjured to take this injured woman to his bosom, if only for the sake of his own an to his bosom, if only for the sake of his own blood; but still he refused. Mary, since the birth of her child, has lived a victuous life, occasionally seeing Sheeban, who seemed to have relented, and gave encouragement to the poor girl that he would eventually marry her, at the same time taking from the poor creature a portion of her hard carning—and it was only a few days before his death that she gave him ten dollars to ray for his monthly board. He appointed a meeting on Saturday night last, whither she went prepared to act on her defence, should he, as she had every reason to believe he would, attempt force in arging his unholy passion. According to her account, he tock her by the arm and endeavored to turn her from the sidewalk to the rear of the stable—she resisted—he continued his efforts, and the wonged girl finding that she must again submit to his licentious

Interesting News from Mexico.

ARRIVAL OF THE ORIZABA AT NEW ORLEANS—RETURN OF THE EXILES TO MEXICO—MESSAGE OF PERSIDENT CARREBA. ETC.

[From the New Orleans Picsyune, Sept. 12.]

The steamship Orizaba, Capt. Forbes, arrived from Vera Cruz this morning, with intelligence from that city to the 5th inst., on which day she left, and from the capital to the 5th.

more than any one cise, interested in granting these returns, because only by so doing can it be really useful to the country. The army will act in cencert with the National Guard, which I am determined to establish and organize in a manner so as to enable it to carry out the chiecis of its formation.

You call know the adstate of our public administration, and it is needless for me to state things of public notarrety. The first thing to be done is to create a home department. This matter requires a special attention, and for this purpose I pledge all my efforts, the strictest economy and the purity of my intentions, never to tolerate any species of malitassance in office. There can be no revenue if we do not revive the branches of our public prosperity—the sources of its origin and increase. Each one of them will be objected of my special attentive, premising, however, that my measures will be such as are recognized by the civilides world and in harmony with progress and liberty. Nothing can re-establish order more than respect for the sacred rights of man- for those garantees for which the whole world have textited over and over again. These I shall keep invokate and defend; and I succeedy hope that, by the will of Providence, within the short period of my administration there will be no necessity for the effusion of blood or the shedding of a single tear.

Reiying, as I do, upon my fellow citizens, and espectors

short period of my administration there will be no necessity for the effusion of blood or the shedding of a single
tear.

Relying, as I do, upon my follow-citizens, and especially on the support of the chiefs who directed the revolution. I see how important is the knowledge or preparing
and uniting the present with the future of the nation. I
understand your grand and patriotic intentions: I know
what are your principles, and I shall certainly give them
force and vitality. Fublic opinion shall be my guide; and
I assure you, from the depths of my heart, that never
will wild amidrion sway my course; but the moment I feel
its stimulus or my inadequacy to full your mission, I
shall be ready to divest myse f of my duties.

I wish my fellow-citizens to remember that in the
course of my long career, I have never cast a stain upon
it by failing in principles of honer, or in my duties as a
Mexicon, that my protestations are sincere; that I am
not in the habit of saying one thing for another, and that
I wish to be branded as a traitor if I do not speak the
truth and redeem every pledge which I have given.

Mexico, August 15, 1855.

MARTIN CARREERA.

Mexico, August 15, 1855.

News by the Matis.

The Mobile Tribune has a letter from Mississippi which says that wet weather and the worms are destroying the cotton crop in that State.

Potatoes are selling at Saratoga at iwenty-five cents a bushel.

Fortatoes are selling at Saratoga at twenty-five cents a bushel.

On Saturday night last the pilot line from New York did not reach Philadelphia until 1 o'clock. The detention was caused by the breaking of the locomotive when the train was about two niles this ide of New Brunswick. Although no one was hurt, great consternation prevailed among the passengers.

Affired Fyler, who killed his wife in Onondaga County, some months since, and who, on the recommendation of a council of physicians. was sent to the Insane Asylum, that escaped from institution on Wednesday. It is but a short time since, Tucker, who killed his child at Brookin, similarly escaped.

A railread is being constructed around the lower Rapids of the Mississippi. The northern terminus of the trad is at Montrose.

A man named Pierce, 90 years of age, a native of Nova Scotis, who had been staying with his daughter at Hyanis, was run over by the cars on the railroad track at the entrance of the village of Hayannis, on the 11th instant, and inomediately killed.

A fire in Albany, on the 9th inst., destroyed the store of W. R. Craits, the variety store of Mr. Sand, and P. T. Van Cett's tobacco and segar manufactory.

The convention of the Veiorans of 1812, for the counties of Outario, Seneca and Wayne, is amonneed to be held at Waterloo on the 20th of September instant. The commander-in-chief, Gen. John S. Van Renselaer, of Allany, has signified his intention to be present.

The Canadian seat of government will be removed to Torente this fall. On the 21st instant the government

tany, has signified his fatention to be present.

The Canadian seat of government will be removed to Torento this nill. On the 21st instant the government offices will be closed at Quebec, and on the 10th of October they will be recognised at Torento.

William K. Freston, a highly respectable druggist of fortenouth, N. H., has been arrested and brought before the police court in that city, charged with selling a cint of alcohol to a Mr. Pickering, to be used far bathing by his wife, who was quite sick. Mr. Freston was bound ever, and gave as succies, Rev. Dr. Burroughs, rector of the University of the Court o

Tp to the 17th inst., 202,208 bushels of Tennessee wheat had passed the Chattanooga depot on its way to the Atlantic cities.

The Burlington Calamity.

BEFORT OF THE EXECUTIVE COMMITTEE TO THE
JOINT BOARD OF DIRECTORS OF THE DELAWARE
AND RABITAN CANAL AND THE CAMBEN AND AM-

ed. The haw of the land, the dictates of common cense, and the demand of the travelling public, allike forbid the necessity of checking the train for every wagon than can be seen in the neighborhood of a track. There are two hundrod and thirty-even crossings by streets, public roads, innes and private crossings by streets, public roads, innes and private crossings; the loss of one minute at each would make the passoge between New York and I hiladclyhda eight hours instead of four hours.

There appears to be no reasonable doubt that the train was backing at a rate of speed not unusual or unsafe. This part of the track, if must be remembered, was traight with new iron rails of sixty-four pounds to the yard and in perfect order. It had been just passed over by the same train, and the track found safe and clear. I esdies, there can be but little doubt that in meeting such obstructions on the read, that a higher rate of speed, which in case of collision would probably sweep the iopediment off the road without injury to the train is much safer than a low rate of speed, which would oblige the train to encounter and embarrass itself with the obstruction, without removing if from the track.

In view of the above facts, the committee have reviewed the regulations of the company, to ascertain if any, and what alterations could be suggested for the better protection of the passongers and trains; and they are constrained to say that they consider the present regulation better than any which has been proposed for running trains on sugle track roads, and that experience has proved them to be so, even in the recent case of disaster; because it is evident that it was the driver of the horses who caused the accident. Was this not so? Had he been at home there would have been no accident. He alone is responsible, and the wisdom of the company's regulations, and the faithfulness of their employes, will stand vindicated before the considerate judgment of an enlighten and in the health of the respect of the road passengers as this r

Nothing but the depressed state of railroad securities in the mensy market has prevented the prosecution of this work.

It is held, however, by many, that double tracks are not that guaranty for safety which is claimed for them; the necessity of backing the trains even on double tracks, in many instances cannot be avoided; switches, the most frequent cause of railroad accidents, must necessarily be multiplied. Certainly the statistics of railroad accidents, in Europe as well as in this country, seem of two that idea. It may be added, likewise, that on double tracks the temptation to maintain high rates of speed are not as compatible with safety as low rates. The jubble demand, with reference to railroad travel, safety, the press and speed. Double tracks are indispensable where high rates of speed are in use. But they are not compatible with safety as low rates. The railroy are not compatible with cheapness or necessary for ariety, where a limited number of trains per day accrun, as is the case on our road. If lightning from heaven were to strike our cars, it would be as reasonable to say that the company was responsible for the recent accident, because they have not faxed lichating roads to each car, as to say that the company is responsible for the recent accident, because they have not built a double track. As to the suggestion of placing agate at each crossing that can only be done by Legislative authoutity, and we do not think it would be as asfe, as to require every person to hait, and to see that the risk is not in sight, before he attempts to cross any railroad, as is the evident intent of the present sign beards required by law.

road, as is the evicent intent of the present sign beards required by law.

I very person would in this case have a perfect protection is himself; why diminish it by placing the responsibility cleavbore, and upon persons much less interested as long as woodend from are so fragile and defective,

there can be no absolute safety in travelling at the present speed with which our saliroad trains are driven. We would suggest, however, that the best means to obtain the desired safety would be to alter the whole system of hostile legislation in regard to railroads; to consider them as useful public conveniences, entitled to the liberal support and just consideration of the people, and to that protection from the courts and juries which every American freemen has a right to claim; not as nuisances to be reviled without measure and to be libelled and persecuted on all occasions, right or wong; to make them exclusive; to fence them in firm one end to the other; to take the public roads under or over them; to reduce the speed of the trains to twenty-five miles per hour, and to hold all persons trespassers, who without authority from the company, go on the road or suffer their cattle to go on it.

Robert I. Stevens,
Robert F. Stockton,
Benjamin Fish,
Fdwin A. Stevens,
James S. Green.

King's County Court of Over and Terminer. Before Judge Dean and Justices Stryker and Emmans. The September term of the Court of Over and Terminer

The September term of the Court of Oyer and Terminer opened yesterday, and a grand jury was empannelled.

Juege Besn, in charging the jury, said, in effect, that as another grand jury was in session, there would not be much, if any, business for them to transact. He would charge them, however, upon those subjects required by law, which were, reletive to the purity of elections and in regard to lotteries, usary and the idlegal obtaining of money by officers. Relative to the law for the suppression of intemperance, pauperism and crime, he advised the Grand Jury not to entertain any complaints, as by the decision of the Supreme Court of the Second district in general term, the law was pronounced unconstitutional in its main features, and must be viewed, there fore, as if it had never been passed, until the final decision of the Court of Appeals. He apprehended no injurious result by letting the law rest until the decision of the Sove court, which would be given in about three months from this time.

The Grand Jury retured, and after an absence of a few minutes returned, and stated that there was no business for them to transact. They were accordingly discharged for the term.

Michael Gorman, who was indicted for the murder of Charles, Johnson and Robert Johnson (brothers), on the night of the 30th of June last, was arrangued, and pleaded not guilly to each indictment. The trial was set down for Thursday next, until which time the Court stands adjourned. The calendar of the Circuit Court was then taken up. opened yesterday, and a grand jury was empannelled.

Williamsburg City News.

LAYING A CORNER STONE OF A NEW MARKET. -There was quite a large gathering of the citizens of the Eastern district, about six o'clock on Monday evening, at the corner of Fourth and South Seventh streets, to witness the layingof the corner stone of a commedious market. The necessity for a public market to accommodate this section of sity for a public market to accommodate this section of the city, has long been talked of, and private enterprise has finally undertaken what the city has neglected to do. The stone was laid by Mr. Thomas C. Moore, the propristor. Various articles were deposited in the box, among which was a charter of the late city of Williamsburg, and one of the consolidated city. Remarks appropriate to the occasion were made by Mr. John Broach. The affair terminated by an in-door entertainment, where champagne was more pleniful than water. The building will be 80 feet square and 55 feet high, two stories, basement and sub-cellar; the first story and basement will be occupied for a market, and the second story will be fitted up into a ball room, with ceiling 24 feet high. The building will be erected in the most substantial manner, of Thila-claphia brick and brown stone, and is to be completed the 1st of 1 eccmber.

Sernors Accusing.—On Monday afternoon, a German girl, residing in Ewen street, near Meserole (E. D.,) while

girl, residing in Ewen street, near Meserole (E. D.,) while engaged at work in a rope walk in Bushwick, accidentally engaged at work in a rope walk in Bushwick, accidentally got her hand caught in the steam jenny and her arm, was drawn in up to the shoulder. The flesh and muscle were tern off from the shoulder to the bend of the arm, laying bare the principal blood vessels and nerves, and rendering it necessary for the main artery to be taken up. Dr. Holmes and Lorette were called in and dressed the wounds and are of the impression that amputation at the shoulder will be necessary.

ATTEMPTED SCIEDE—Yesterday forenoon, a ship carrenter named Robert Silver residing on Matreet Green.

penter, named Robert Giffore, residing on M street, Green-point, attempted to commit suicide by cutting his throat from ear to ear with a razor, while laboring under the effects of strong drink. He was attended by Dr. Peer, and is expected to recover.

ARADONMENT—A man named Joseph Dixon, residing

in North Fourth street, was arrested yesterday afternoon on a charge of abandoning his wife. Gave bonds to ap-pear for examination.

Brooklyn City News.

Fetonor's Assault Uron a Fenale,—Michael Coyle was brought before Justice Curtis on the complaint of Bridget Rosers, a young girl, who charges him with committing a heineas offence upon her person. The examination resulted in his commitment to await the action of the Grand Jury. The accused is about fifty years of age.

MARITIME INTELLIGENCE.

Port of New York, September 18, 1855.

CLEARED.
Seamship Atlantic, West, Liverpool—E K Collin Salp Flying Engle, Rates, San Francisco—Annan Salp Flying Engle, Rates, San Francisco-Annan, Talmedge & Co.
Bark C B Trulis, Vanaman, New Orleans—Bacon, Sargent & Co.
Bark Kanawha, Wells, Greenport—Willetts & Co.
Bark Kanawha, Wells, Greenport—Willetts & Co.
Brig Eastern State, Gamage, 83 Thomas—Bussell, & Viniag, Brig Gace Worthington, Dewiney, Jackson/tile—Thompson & Hunter.

Schr Sterling (Br.), Barker, Hantsport, NS—D R De Wolff, Schr C H Dver, Card, Hallinx—J S Whitney & Co.
Schr A & Beitell, Layton, Fredericksburg, Schr Nortolk Packet, Bartelte, Alexandria, Schr Deborah, Gdyor, Washington, DC.
Schr R B Grinnell, Bartlett, Bangor—C & E J Peters.

ARRIVED.

Steamship Florids, Woodbath 20. hull, Savannah, 60 hours, with molse

Ship Albert Gallatin Delano, Liverpool, Aug lo, with indee and die passengers, to C Grinnell. Experienced westerly which and cains the entire passage. Ship Margaret Evans, Warner, London, 42 days, with indise and life passages, to E E Morgan. No date, lat 47–19, lon 25, specks ship Chy of Mobile, Marshall, bound E bence for Liverpool, and arrived there Aug 24. nere Aug 24). ns. Rich, Newport 41 days, with railread Ship New Criegars Rich, Newport 41 days, with rattreast from to Stantion A Thompson.

Ship Deutshland (Hand), Popp, Handburg, 44 days, with made and 294 passengers, to Beck A Kunhardt, Had 16 deaths on the passage. Sept 7, on the Banks, saw Br ship Sarah,

Ship Deutshiand (Hand, Popp, Hamburg, M days, who made and 294 passengers to Beck & Kunhardt, Had is deaths on the passage. Sept 7, on the Hanks, saw Br ship Sarah, bound I.

Burk Jasper, Bennett, Charleston, 7 days, with cotton, to Dunbson & Himon.

Brig Conyum Gort, Avella, Lisbon, 43 days, with salt and cork to Grinnell, Mintern & Co.

Frig Greunde, Cowan, Cludad Bollver, Aug 27, with hides, to Barbeck & Co.

Brig Vondor (Brazili, Machado, Maranham, 29 days, with fides, & to Corning, Bent & Co.

Brig Rebecca & Frances, Ray, Sagua la Grande, 14 days, with sugar, to H D Brookman & Co.

Brig Heisen (Bun), Behrmann, Angostura, 22 days, with fides, cotte, & to Beck & Kunhardt,

Frig Stoomer (Br., Ring, Dorchester, NB, 7 days, with fish and stone, to J Pickard,

Heis Binder, Jerdon, Jacksonville, 16 days, with cutton, &c. to J W Morrios.

and store, to J Pickard.

Itric Haider, Jerdon, Jacksonville, 16 days, with lumber, to J W Morton.

Bry Moses, Jarvis, Charleston, 7 days, with cotton, &c, to Gee Bulkey.

Bry Moses, Jarvis, Charleston, 7 days, with cotton, &c, to Gee Bulkey.

Bry Horston Price, Johnson, Georgetown, SC, 18 days.

Schr Hamiton, Hopkins, Georgetown, SC, 18 days.

Schr Hamiton, Hopkins, Georgetown, SC, 8 days.

Schr Wm H Smith, Aiden, Wilmington, NC, 9 days.

Schr Wm H Smith, Aiden, Wilmington, NC, 9 days.

Schr George Ann, Farris, Hertford, NC, 17 days.

Schr George Ann, Farris, Hertford, NC, 17 days.

Schr Duck, Ferry, Elizabeth City, 5 days.

Schr La Elliott, Fillat, Elizabeth City, 5 days.

Schr Commander in Catel, Woglum, Alexandria, 9 days.

Schr Commander in Catel, Woglum, Alexandria, DC, 19 days.

Schr Commander in Chief, Wogium, Alexandria, days.
Schr Mist, Dissosway, Alexandria, DC, 9 days.
Schr Hamilton, Hopkins, Georgelown, DC, H days.
Schr Dolphin, Claggett, Baitmore,
Schr Samuel Chase, Cullen, Chesapeale, 3 days.
Schr Charendon, Jamison, Rockland.
Schr Israel Snow, Connerv. Rockland.
Schr Israel Snow, Connerv. Rockland.
Schr Israel Snow, Connerv. Boston.
Schr Edward Franklin, Lincoln, Wareham.
Schr Edward Franklin, Lincoln, Wareham.
Schr John Wright, Dickinson, Portland, Cl.
Propeller Thos Swan, Johnson, Baltimore, 4 days.
Propeller Piedmont, Saunders, Portland. Mc.
SAILED.

Propeller Fiedmont, Saunders, Portland, Me.

SAILED.

SAILED.

Ships Palestine London; Centurion, Liverpool; De Witt Clinten do; and others.

Wind West.

New ship Wanderer, 116; tons, before reported sold in New York was purchased by Messis Foster & Nickcoson and Howes & Co. in equal parts. The price was 863,000. She was built at Boothbay, Me, not at Bristol.

Layrennes—Ai Newburyport lish inst, by Messire Currier & Townsend, a superior chip of 800 tons, called the Grace Gordon, owned by Win Parsons, Esq. of Boston.

At Portsmouth 16th tinst by Messire Fernald & Pettligrew, a beautiful ship, called the Isaac H Boordman.

At Bath, Me, 10th inst, the freighting bark Ann E Hooper, of 100 tons. She is owned by Messirs J Hooper 2 Co, of Raitmoore, and named after the wife of the senior owner. Captain Lewis Rains will command her.

Telegraphic Marine Report.

Telegraphic Marine Report.

New Orlieans, Sepi B—Arr ship Serampore, Boston.

BOSTON, Sepi B—At Port an Prime Ang 29 brig Julia E. Arey, Hayes, for New York in 3 days (and all the other vessels in port 20th, before reported).

Heraid Marine Correspondence.

EDGARTOWN, Sepi B—Arr schre Sarah Ann. Eaton, New York for Newburyport; J C Heers, Bullock, Baltimore for Hallian; 15th, brig E Baidwin, Monigonery, do for Boston.

Sid 16th, as if the above vessels. In port 12th brig P Larrabee, nearly roady for Boston.

PHILADELIPHIA, Sepi IS—Arr steamers Palimetto, Baker, Boston: M Samlord, Hand, Mork; bark Cordella, Johns, Barbadoes J2 days; brigs Umptre, Birachon, Hera Marine, Barbadoes J2 days; brigs Umptre, Birachon, Hary and try. Persy, Johns, Marine, Lanayra, Abby Ellen, Gilchrist, and Allod (Bra, Si John, Mi, J A Simpson, Jackson, and Francis C Finth, Smith, Proteience; N. & H Gond, Gould, David Findh, Peterson; Bighlander, Smilb; Linnell, Freeman, Leo, Show, and Isaac Rich, Newcomb, Boston, Electa J Scott, Taylor, Long, D. Bellows, Clarke, Porland; Keuron, Perry, and E. H Atwood, Atwood, Eolom, Don Nicholas, McDuffle, Porland, Chane, Jones, NYork; Ediza Elizagion, Naylor, Roylor; C de brigs Delmont Locke, and Denmark, Henry, Boston; S Reilows, Clark, Hartfow, Middle town, Northern Belle, Bich, A Elbunch, Precessin, E. Scott, Taylor, F C Smith, Boston, S Reilows, Clark, Hartfow, Maner, Smith, Boston; S Reilows, Clark, Hartfow, Since, and Highsander, Smith, Boston; S Reilows, Clark, Hartfow, Since, and Hartfow, Since, Personan & Barthern, Sector Chanes, Song, and Spancer, Smith, Boston; S Reilows, Clark, Hartfow, Since, Sector Chanes, Sector Chanes, Josephia despatch was received by Ellerood Wanter, Smith, Scott

Dianaters, &c.

The following telegraph: despatch was received by Ellerood Waner, & Fry Research Step Research Ste

that the brig was run into by side Indian, the captain expected to get her into Sydney; has had her quarter cut away. The ship Tchernaya, 1,600 tons, in launching, grounded, and is leaking.

Less or Bing Ancregos—We are indebted to Eliwood Walter, Esq. Secretary Board of Underwriters, for the following despatch, dated Philadelphia, Sept 18, 1855—
Brig Arcturus, from Philadelphia for Mobile, sum is as evaning Se of Cape Henthopen. Crew saved. Vessel a total lose, Bark Annone—Capt Sladden, of the ship Indiana, at New Cricians from New York, reports that on the 6th inst, at 6 PM, he saw a bark ashore on the Tortugas, the lighthouse hearing NE4 miles with wrechers discharging her cargo. Captain 6 could not learn her name.

Bit Bark Dongas, Nicholson, 21 days from Havana for PM.

Bit Bank Doncas Nicholson, 21 days from Havana for remouth, with 2291 hore super, put his Halfax on the 13th instant, heaky.

Scan Cucrno, of Baltimore, before reported lost on Burch's,
Lockou Reed, off the West Caicos, on the 27th ult, was an A I
vessel of 129 tone, built at borchester. Md, in 1850 and was
wen the hour St.500. She was owned by J W Brown, of Baltimore, where site is previously instruct. An office in Wall stress
had Shoket on the cargo. The cargo that has been saved
would be sold at auction at an early period.

Schr Alphonysis, Bernlard, from Sabine Pass for New Orleans, when 16 hours out, on the 31st uit, was driven ashere on
Tiger Point, about 25 miles west of Vermilion Bay. She was
inden with 212 beies, of which also ut 30 bales will be saved in
a damaged state; the balance, with the vessel, will prove a
total loss. Fortunately no lives were lost. There was no insurrance on the vessel. BE BARK DORGAS, Nicholson, 21 days from Havana for Par nouth, with 22% boxes sugar, put into Hallfax on the 13th in

total loss. Fortunately no lives were lost. There was no insurance on the cease.

SCHE Eastpe-Hit stated that part of the carro of schr Eagle.

SCHE Eastpe-Hit stated that part of the carro of schr Eagle, before reported lost below New Orleans, would be saved in a damage datate. There was no insurance on the versel.

SCHE-OR the lost at 4 PM, acht Mechanic, of Lews, was getting a steam pump on board the schr before reported subt of Reeds Point. They were at work at midnight, and expected to get her up by morning.

News had reached Point at Prince prev to Aug 25 of the loss of brig. Marceline, from New York for Poit at Prince, was great Inagua, July 3. A false report that bark Chara Wadsor, of and from New York for Poit at Prince, had also been called a subtraction of the carbon for the passage from Gonalves for Boston, which went schoel of the Chara Windowston was spoken Aug 25, in 24%, but 74.50. The report unstable of the passage from Gonalves for Boston, which went askere June 19 on Inegua. The Haytiens appear to have heard of these losses at a very late day.

Notices to Thurmers.

Arr at Nantucket 13th Inst schr Wm A Dolliver, Balley, Shoals, clean.
Arr below Portland 16th schr Union, Gina, Provincetown, 42 bbls oil.

Spoken, &c.

Seamship Black Wartier, Bullock, hence for Havana, 12th Inst. In miles NW of Cape Hatterns.
Ship Spirit of the Times, Klein, from New York June 24 for San Francisco, Aug J. ni 28, jon 25 W.
A ship storius E. showing an Am ensign over a red dag with a half moon and O in it, was signalized Aug 23, lat 36 15, jon 35 36.
A slop steering E. showing a red flag with blue awallow tall, and white cross in it, was signalized Sep 3, lat 30 22, lon 23 36.
A slop steering E. showing a red flag with blue awallow tall, and white cross in it, was signalized Sep 3, lat 30 22, lon 23 36.
Brig Manucla, Seciolo, from Philadeighia for Boston, Sept 17, in Vineyard Sound.

Foreign Ports.

Brig Manuela, Kesion, from Philadeidhia for Boston, Sept II, in Vineyard Sound.

Poreign Ports.

Additional Processing Ports.

Additional Research Processing Ports.

Additional Research Processing Research Rese

Pierce, Hall, from the recward via Grang Bassa.

Mara Cairo. Aug 24—No Am research port. Sli about 224, brig California. N York.

Nivertas. Sept 8—Arr brig Tribune, Cumming. N York 27 days.

Sacra La Grander. Sept 8—In port brigs E O Holt, King, the NYOrk. disg; Gen Worth, Frent, for Buston, idg.

Home Ports.

APALACHICOLA, Sept 10—Arr schr J Darling, Terry, NYOrk.

In port brig Gen Wilson, Carbonnet, for NYOrk 12g; J Darling, Treker from N York disg.

ARACHICOLA, Sept 10—Arr schr Wilsom Thomas, Davis, Black St. St. I is a H—Ar schrew Wilsom. Thomas, Davis, Black St. St. I is a H—Arr schrew Wilsom. Thomas, Davis, Griller, S. St. I is a H—Arr schrew Wilsom. Thomas, Davis, Griller, S. St. I is a H—Arr schrew Wilsom. Thomas, Davis, Alback St. St. I is a H—Arr schrew Wilsom. Wilson, White, Hanger, Hallder, S. St. I is a H—Arr schrew Wilsom. Reference Hallder, S. St. I is a H—Arr schrew Wilsom. Reference Hallder, S. St. I is a Haller, S.

City, Sid schrs Oregon, Squares, and sceamship Southerner, CHARLESTON, Sept 15 AM-Arr sceamship Southerner, Ewan, NYerk. Chi brig Somers, Watson, a Port in the Gulf of Metlec.

DANVERS, Sept 12-Arr schr Gen Taylor, Jones, New

CHARLISTON, Sept 12—Arr sebr Gen Taylor, Jones, New York.

DANVERS, Sept 12—Arr schr Gen Taylor, Jones, New York.

DANVERS, Sept 12—Arr brig Robert Mowe, Winchesser, Canis, Gand Sid 18th for Barbadoest.

EASTFORT, Sept 12—Arr brig Robert Mowe, Winchesser, Canis, Gand Sid 18th for Barbadoest.

Land Sid 18th for Barbadoest.

EASTFORT, Sept 12—Arr brig Robert Mowe, Winchesser, Canis, Gand Sid 18th for Barbadoest.

Hother Helderthan, L. Whater Streethey, Nyork for Taylon; Seop Ann B Rodner, Hammond, Albany, Sid 18th for Taylor, Seop Ann B Rodner, Hammond, Albany, Sid 18th for Marka Washington, Leland, Philadelphia, Arbiaya, Nooman, Grom Dighton, do, for Nyork, according to wind:

Heldheys Holls, Sept 15—Arr bring GL Buckman, Tablut, Philadelphia for doston; Sulomon Eaton, Hutchinson, do fortrand chera Gen Vearle; Chadwick, Port an Prince of Roston Moro, Murphy, Rondout for do, Roan, White, Philadelphia, Grofie & Wille, Thbetts, York River, Va for Damaris-cotta; Atlantic, Ellis, Nyork for Salem, Sid brigs Lucy Heywood, for Nyork, E Radwin, Lucy H Chaee, and E A Reedyschrs Chablenge, Fredk Lawrence, S A Mount, Atlantic, and Abaco.

Bolh—Arr schr Bollm William Wallace, (Br.), Sharp, Alexandria for Si John, NR, Nantucket, Hewrs, Nantucket, for Philadelphia, Sid bar's Celesha; brigs Evergren, Sinna Jones, John Sharp, Philadelphia, Sid bar's Celesha; brigs Evergren, Sinna Jones, Philadelphia, Sid bar's Celesha; brigs Evergren, Banda, Duffel, G. L. Hopas, Pancia, Santuel Small, Eolus, Payld Epikraym & Anna, Minestonen Schru, Schreib, David G. Laydon, D. Schreib, M. Brocks, New Zealand, Moro (Murphy), Charlie & Willie, Roan, L. Hopas, Charles, Mohlle, Sept 18th, Alma, Redondo, Albien, Budson Rockingham, N B T Thompson, Arcturus, Gen Vearle, Lydia Brocks, New Zealand, Moro (Murphy), Charlie & Willie, Roan, L. Hardelphia, Filandelphia, Schreib, Arr ship Louisa Hatch, McLoon, Philadelphia 9 days; bark Graves Bernard, Gentler, North 18th, Arr ship Louisa Hatch, McLoon, Philadelphia 9 days; bark vesta, Rosstier, Boston; brigs J

Přilasierphia, Philasierphia, dot seil 12th;
NEW BEBUCRD, Sept IT—Sld schr Geo C Gibbs, Philadelphia.

NEW LONDON, Sept I5—Arr propeller J N Harris, Smith, Nyork.

18th—Arr schr Warrior, Witham, N York for Rockland.

PHILADELPHIA, Sept IT, PM—Arr steamer Paimetto, Philadelphia, Sandard Schrift, Philadelphia, Sandard Schrift, Philadelphia, Colonia, Carlona de Halle, Rept IT, PM—Arr steamer Paimetto, Paker, Rosson; bart Crimader, Rich, Laverpool; brige Malver, schra Challenge, Mabel, Easport; Worseser, Rhodes, Providence; Win E Hunt, Hale, Albany; C A Stetson, Cobb, Provincetown; J F Tobias, Robinson, Boston; Ellmore, Smith, NYork; Hand, Phinney, Sandwich. Cld schra M B Mahony, Robinson, Boston; S F Soliday, Harrett do: J A Rich, Wistar, do; Havid Smith, Peterson, Quiney, Irabella, Williams, Dighen: II Warwick, Hancock, Harriford, Jas Eculish, Neal, New Haven, Grace Caroline, Dill. Roxbury; Treasurer, Murphy, Chebea; Castleton, Hodge, Hockport.

PORTILAND. Sept 16—Arr brig Yankee, Poland. Baitt-more.

PIGOVIDENCE. Sept. II—Sld schra Louisa Reeve Chadwick, and Washington, Mason, Eappabanneck; Onario, Yangilder, Philadelphia, and from below, brig Calcutta.

RICHMOND, Sept 15—16 hark Benjamin Hallet, Linde, Nyo'k; schra Pairick Henry, Neisen, and Mauchesser, Chadelester, do. Sid schra Indicator, Halhaway, Reo, Danville, Chester, M. Sub et E-Arr brig Canada, (fer.) Relbengel.

11 APPACLIN COYE, Sept 16—Arr achr Gen Veario, Chad
12 Appaclish COYE, Sept 16—Arr achr Gen Veario, Chad
12 Appaclish COYE, Sept 16—Arr achr Gen Veario, Chad
12 Appaclish COYE, Sept 16—Arr achr Gen Veario, Chad
12 Appaclish COYE, Sept 16—Arr achr Gen Veario, Chad
13 Appaclish Coye, Sept 16—Arr achr Gen Veario, Chad
15 Appaclish Coye, Sept 16—Arr achr Gen Veario, Chad
15 Appaclish Corte Sept 16—Arr achr Gen Veario, Chad
15 Appaclish Corte Sept 16—Arr achr Gen Veario, Chad-

Liverged Liverged Co. No. 16 - Arr scar Gon Tourie, Chad.